Systems Engineer Console

CROSSFEED - (Four Handles) - A cable operated system that controls a fuel valve located in each nacelle. This valve allows a transfer of fuel from the main fuel manifold to the engine feed line. Handle has two positions, "OFF", which is the normal position and "CROSSFEED".

TANK SELECTOR - (Four Handles) - This handle controls a three way fuel selector valve in each nacelle, for selecting the fuel supply from either the main, or the alternate tank and delivering it to the engine. The handle has three positions "MAIN" which is the normal position, "ALTERNATE" and "OFF".

CABIN SUPERCHARGER TURBINE AIR - (Two Handles) - These handles shut off pneumatic power to the cabin superchargers in event of supercharger malfunctioning. They may be operated singularly or together, as with emergency depressurization. These handles have two positions "NORMAL" and "OFF".

EMERGENCY CABIN DEPRESSURIZATION & RAM AIR - (Single Handle) - When this handle is moved from its normal position to its mid travel position it operates the cabin pressure relief valve and depressurizes the cabin. Movement to next position shuts off pneumatic power to the cabin supercharger by operating the turbine air handles as noted above and opens the ram air valve for cabin ventilation. This handle has three positions "NORMAL", "DEPRESSURIZE" and "DEPRESSURIZE AND RAM AIR".

ENGINE BLEED AIR - (Four Handles) - A cable operated valve, located near the engine bleed ports, that controls the bleed air flow from the engine to the high pressure manifold for air conditioning and ice protection. Handle has two positions "NORMAL" and "OFF".

CABIN TEMPERATURE MANUAL OVERRIDE - (One Handle) - A variable position handle that acts as an indicator for the position of the mixing valve. This control allows the system engineer to manually override the automatic cabin temperature control.

ROTOR BRAKE - (Four Handles) - Controls a hydraulically operated rotor brake at each engine. The "ON" positions apply the brake for ground park and after feathering the prop in the air. These handles have three positions "NORMAL", BRAKE ON - GROUND", AND "BRAKE ON - AIR".

HYDRAULIC SYSTEM - (One Handle) - This handle controls the hydraulic by-pass valve located in the L. H. wheel well. Placing the handle at "SYSTEM OFF" permits the hydraulic fluid to flow directly from the engine pumps to the reservoir, thus by-passing the pressure regulator. This is a two position handle "SYSTEM ON" and "SYSTEM OFF".